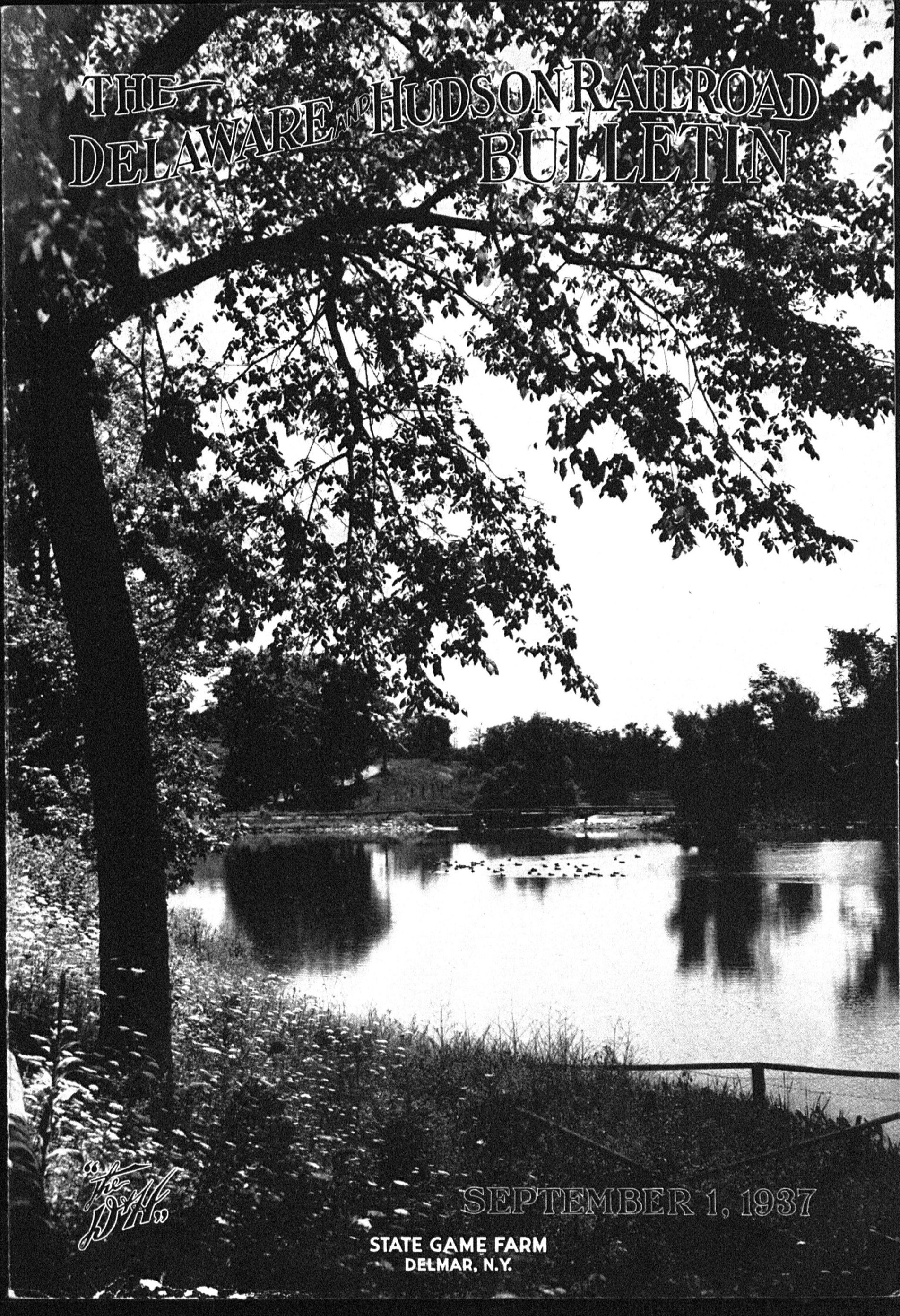
THE DELAWARE AND HUDSON RAILROAD BULLETIN

SEPTEMBER 1, 1937



STATE GAME FARM
DELMAR, N.Y.

Do Something First

IT is easy enough to pick out the flaws
In work that others have done,
To point out the errors that others have made
When your own you haven't begun.

It is easy enough to fuss and find fault
When others are doing their best,
To sneer at the little that they have achieved
When you have done nothing but rest.

It is easy enough to cavil and carp,
To criticize, scoff and deride,
For few of us ever have done perfect work,
No matter how hard we have tried.

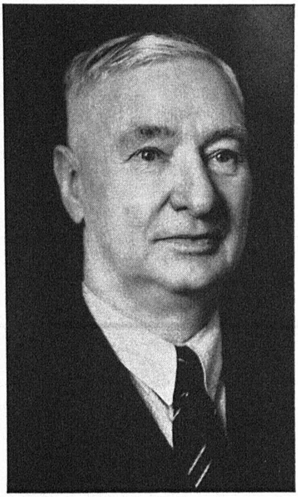
It is easy enough not to speak of the best
And to dwell all the time on the worst,
And perhaps it is proper to sometimes find fault,
But be sure you have done something first.

—AUTHOR UNKNOWN.

"the D&H"
The
DELAWARE AND HUDSON RAILROAD
CORPORATION
BULLETIN
"the D&H"

Thinks Railroading Safe

Retired Conductor Worked 58 Years Without Serious Accident



ALFRED CONSTANTINE

OLD time railroad engineers who "owned" their locomotives, which was their way of expressing the fact that they had the same engines day after day, took great pride in their charges, and became very much attached to them. Retired Conductor Alfred Constantine, veteran of 58 years' service with The Delaware and Hudson, felt a similar fondness for old No. 37, which "batted out" cars under his direction most of the 25 years prior to his retirement June 1, 1936, spent on the same job in Green Ridge (Scranton) Yard. Mr. Constantine and "The 37" had worked together so long that they seemed as much a part of the yard as the old roundhouse itself to the men of Green Ridge.

Once, many years ago, Mr. Constantine had miraculously escaped death under her wheels. "The 37" had been chugging up through the yard with a string of cars one winter day when he went to board her front step. Slipping on a piece of ice, he fell across the rail directly in front of her, but managed to roll clear just as the first of her three pairs of drivers passed the spot where he had fallen.

All of Mr. Constantine's long term of service was not spent on the railroad, however; he worked for fourteen years with the Coal Department of The Delaware and Hudson Canal Company before entering the steam railroad train service in 1892. Born at Minersville, near Pottsville, Schuylkill County, Pa., January 11, 1867, Alfred was adopted by an aunt and brought to Scranton when he was still a tiny baby, his father having died before his birth.

Like many other children of that day, Alfred went to work as a boy of nine, picking slate in the later abandoned Leggitts Creek Breaker, North Scranton, where he remained for two years. When the first Marvine Colliery, located just off North Main Avenue, west of the site of the present breaker, was built, Alfred was transferred to the new plant. He is probably the only survivor of those who saw service at the old breaker the day it was opened nearly 60 years ago.

At thirteen Alfred was driving the mules used to haul cars loaded with refuse from the breaker to the end of the culm bank where it was dumped. Handling a mule—a cross between a donkey and a horse, combining the worst points of both—was a man-sized job. Some, but very few, of these "critters" had good dispositions; most of them seemed to be principally interested in maneuvering the driver into a position where they could kick him with their dynamite-laden hind legs.

For several years ALFRED was a "runner" at the Marvine's car-loading chutes. He had to "spot" the 4- to 5-ton, 4-wheel cars under the chutes for loading, stop them on the track scales while the weight of the contents was recorded, then "let them down" to the 60-car capacity storage tracks from which they were later picked up by railroad crews. These cars were run entirely by gravity at the breaker, the receiving, loading, scale, and storage tracks being laid on a continuous down grade. Steam locomotives hauled the coal from the breaker to the foot of "G" plane at Olyphant; it traversed the length of the Gravity Railroad to Honesdale, thence to New York City over The Delaware and Hudson Canal and the Hudson River.

In 1892 Yard Master George Garey hired MR. CONSTANTINE to fill a vacancy on one of the ten crews then running out of Green Ridge. Two crews each made two round trips between Hudson and Olyphant daily, returning to Green Ridge at night; the other eight were on mine runs in the vicinity of Scranton.

MR. CONSTANTINE went to work as a brakeman with Conductor "Judd" Callender, delivering empty cars to and taking loaded cars away from the Von Storch, Leggitts Creek, and Marvine breakers, as well as handling carloads of mine supplies consigned to these collieries. After seven years on that mine run, MR. CONSTANTINE was assigned to a Green Ridge yard job with Yard Master and Conductor Edward Brant, doing industrial and other switching between Green Ridge and Scranton stations as well as interchanging cars with the Lackawanna and Erie railroads.

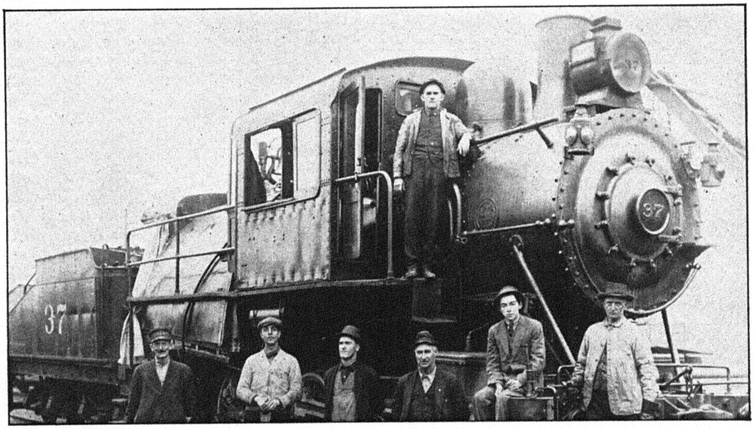
Beginning shortly after his transfer to the railroad, MR. CONSTANTINE became extra conductor, substituting for all of the fifteen regular men then stationed at Green Ridge to handle switching, mine, and local freight runs. Soon he was made conductor of the crew which did the switching at the Eddy Creek, Olyphant, and Grassy Island breakers, a run which he held for one year. Next, for two years, he was in charge of the local freight running between Green Ridge and Avoca.

In 1911 MR. CONSTANTINE became yard conductor at Green Ridge, the position he held for the next 25 years. At first there were no night switchers in the yard and MR. CONSTANTINE worked days only until 1934 when he bid in a night switcher, remaining on that job until his retirement.

In all his 58 years with the Company MR. CONSTANTINE was never seriously injured; once, in

(Continued on page 141)

At Green Ridge in 1914



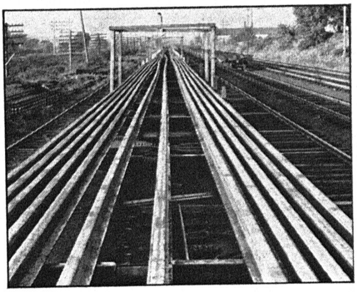
On the running board, Engineer Tom Pace; L. to R. on ground, Eugene Seigle, John Hugel, Horace Freer, Mr. Constantine, Bruce Moyer and Ralph Twining.

Flash Welded

AS the chain fails in its weakest link, so the railroad track gives most trouble at its most vulnerable spot, the joint. Even with rails 39 feet in length, there are some 271 of these weak spots in every mile of track. To be sure, this is quite an improvement over the 353 which were found when rails 30 feet in length were first universally adopted in this country, presumably because this was the limit of the mills' capacity to roll them. Yet, with some 250,000 miles of track in the United States alone, we have a staggering total of 67½ million weak spots.

An article in *The Bulletin* of September 1, 1935, described in detail the Delaware and Hudson's pioneering experiments as the result of which it was proven that it was entirely feasible to weld track joints to produce solid lengths of rail up to as long as 6,983 feet, in open ballasted track, signal circuits or turnouts being responsible for this limit. As stated in that article, the secret of the success of the welding laying in the type of fastening which secured the rail to the ties. The M. & L. tie plates and spring fastenings were found to hold the rails so firmly that, instead of expansion and contraction, internal tensile or compressive stresses were set up with within the rails without any harm being done.

Prior to this year, the Delaware and Hudson had completed the welding of rail joints on 16 miles of track in six widely scattered locations. Up to this time nearly all welding was done by the thermit pressure process. Meanwhile, the Delaware and Hudson was cooperating in the design and construction of a portable electrical unit, tests of rails welded by the electric "flash" method showing that the resulting weld was actually stronger than the original rail section.

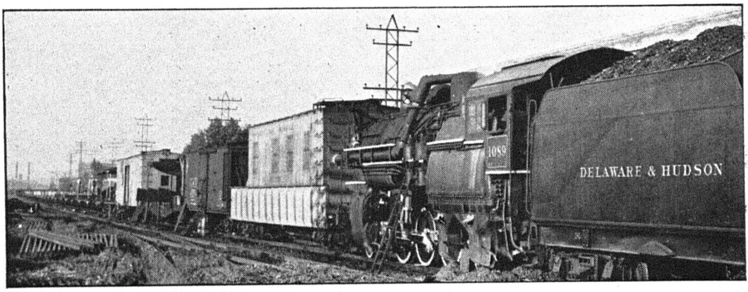


975-ft. Continuous Welded Rails

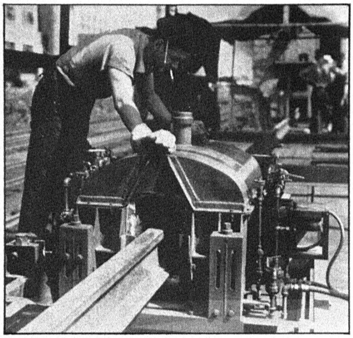
The resulting apparatus, owned and operated by the Sperry Corporation, whose rail inspection cars described in *The Bulletin*, September 15, 1930, are by now familiar to most railroaders, is now in operation at North Albany. Here rails to be laid between Albany and Watervliet are being welded.

The welding outfit consists of a gondola car fitted with racks into which the rails are first lifted by a "Burro" crane from the storage pile. Men with air grinders remove all traces of rust and scale from the ends and the rails pass along a roller conveyor into the welding machine.

Here a low-voltage, high-amperage electric cur-



Welding Train has generator car next to locomotive, also supply, rack, welding, annealing and flat cars for finished product, in that order



Annealing Furnace

rent is supplied by a turbo-generator set operated by steam furnished by a locomotive. Heavy copper conductors offer little resistance to the passage of this current until it reaches the point where the copper has been clamped to the rails, forcing the current to pass through them at the ends which have been clamped to proper line and surface. The intense heat generated by the passage of the current through the steel quickly melts a portion of the metal which is thrown off in the form of a heavy flash, hence the name "flash" welding. The flashing continues until the rail ends have been heated to a welding temperature, at which time they are forced together under high pressure, making the butt weld.

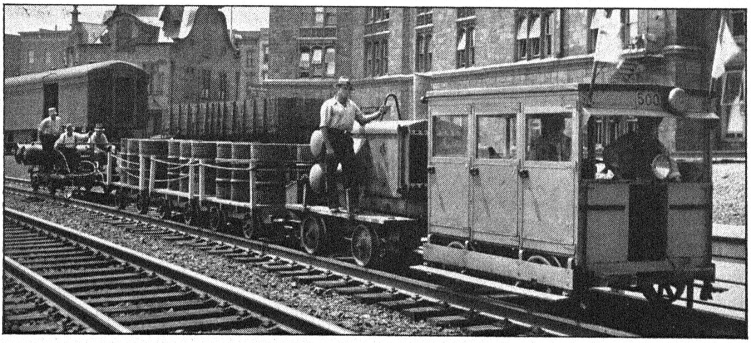
The rails now roll out the opposite end of the welding car onto another flat car containing the annealing furnace. Before entering this the welds are inspected for any evidence of imperfection and numbered for purposes of reference. In the annealing furnace any stresses set up in the metal during the welding process are relieved by further heating, this process taking the same amount of time as is required to weld the next joint. Thus the ever-lengthening rail moves on over a string of flat cars prepared to receive it, the present arrangement permitting 25 rails to be welded into one solid length of 975 feet, an electric winch and cable arrangement pulling the rail along the cars. Following the annealing, excess metal is removed from the vicinity of the weld by grinding. It is possible to make a complete weld, including the annealing and grinding, in about five minutes.

When these 975-foot lengths of rail are laid in the track the sections are joined by thermit pressure welds of the type used in previous years.

In addition to the work at Albany, sections of track at Port Henry, Schenectady and Harpursville, aggregating some 60 miles of rail, will have been welded this year. The rails for the latter point were welded at Oneonta in preparation for the actual laying at a point about 40 miles distant, the 975-foot lengths moving this distance without difficulty.

While entirely unrelated to the welding outfit, another "train" of unusual character passed over the "Velvet Track" recently. It is the "oiling" apparatus which is engaged in spraying a preservative on the M. & L. tie plates and spring clips to off-set the effects of brine drippings from refrigerator cars.

(Continued on page 142)



This outfit sprays preservative on M. & L. tie plates and spring clips

Game Birds of New York State

Ruffed Grouse or Partridge
(Photo by Gardiner Bump)

HONK! HONK!! Instantly three wild Canada geese, until now preening themselves in the bright morning sun on the rocky lakeshore, were alert. Their beady eyes, set in disproportionately small heads, swept in all directions to discover the cause of the alarm sounded by their sentinel, the leader of a flotilla of seven 100 yards off-shore. Sighting a man approaching on foot, the trio of 15-pound birds ran to the water's edge, wildly flapping their five- to six-foot wings. Their streamlined bodies struck the water; they took a few strokes with their powerful legs, meanwhile beating furiously with their wings and franticly honking to the flotilla still swiftly paddling away from the human on the shore. By the time the three were a few yards from the water's edge they were literally running on top of the water. Then, like miniature seaplanes, they rose free of the spray, "retracted their landing gear," leveled off, and, flying in a perfect "V" formation, struggled for altitude to clear the trees on the far side of the lake. A few seconds later they turned and swung back, their long necks thrust out straight ahead of their bodies, 100 feet in the air, directly over the man. Apparently satisfied that he was harmless—but would bear watching—they glided to a landing 300 yards down the lake.

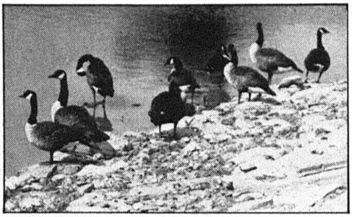
An incident in the autumn woods of Canada? No! An everyday occurrence at the New York State Conservation Department's experimental game farm at Delmar, N. Y., situated within hearing distance of the trains running over the Susquehanna Division of the Delaware and Hudson. Incidentally, practically all game birds shipped from the farm are moved by Conservation Department truck to Albany whence Railway Express service speeds them to their destinations.

The parent flock of wild geese on the game farm's artificial lake will never fly away, their wings having been "clipped," and while they sometimes do rise clear of the water for short distances, they cannot actually fly. Although the trio, progeny of the "clipped" flock, can fly, they probably will remain at the game farm because of the strong family ties characteristic of this species. A few years hence they, or their goslings, may hear the "call of the Wild" and point their long necks northward, yet nobody actually knows. That question is one of the many the Conservation Department hopes to be able to answer through investigation and experience at the game farm.

While the parent geese, which may be seen by visitors at any time, are "wild" in that they will paddle away from strangers on foot, passengers in a slowly moving car can get a good look at them at times as they stand on the rocks at the water's edge, or float and feed on the artificial lake.

The principal purposes of the experimental game farm do not concern the wild geese, however; it was established and is maintained for a four-fold purpose. First, its staff is seeking a method of propagating ruffed grouse, more commonly known locally as partridge, in captivity on a practical and efficient basis. Second, the personnel is conducting experiments to develop equipment for raising captive game birds which will be more efficient than that now available. Third, nutritional research work is being done to produce satisfactory rations for different species of game birds, principally the partridge and the pheasant. Last, other research is being carried on to determine the effect of artificial light on the migration and egg productivity of game birds.

By the use of overhead lights, partridges, pheasants, and quail have been made to lay in January, whereas the normal laying seasons begins between April 1 and 15. Other birds, housed in pens equipped with very weak overhead lights, started to lay in the off-season thrity days after the experiment began. It is now believed that light intensity may



Wild Canada Geese

govern the time at which game birds will begin to migrate. In the spring, when sunlight begins to get stronger in northern latitudes, they start northward; when the sun's rays grow gradually weaker in the fall, they begin migrating southward.

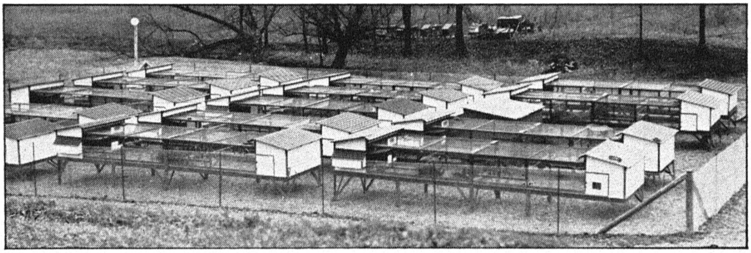
Probably the most spectacular fact in connection with the Delmar game farm is that three-quarters of the world's captive partridges or ruffed grouse are held there. This is due to the fact that this is the only game farm in the world where they have been successfully raised in captivity up to the present time.

The breeding flock at present numbers about 350 birds, including 225 hens and 125 males. Ordinarily they are mated in pairs, although for experimental purposes only one male is often penned with either two or three females. The eggs are collected every four days and are immediately placed in electric incubators, the young hatching out in 23½ days. At birth a tiny leg band, bearing in code the identity of the parents, is attached to each chick so that selective breeding for increased egg production and other desirable characteristics may be practiced. At three weeks a permanent wing band is substituted, carrying in addition to the above information, the year the bird was hatched. At maturity a colored leg band is also added, designating the generation in captivity. First generation bands are blue; second, green; third, red; fourth, yellow; fifth and sixth generations, as well as crosses between two generations, are white.

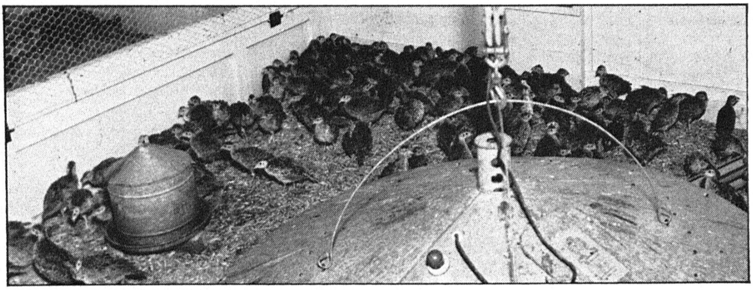
Up to the present the farm has succeeded in more than maintaining its breeding stock—a feat heretofore unaccomplished anywhere. Surplus birds are liberated on game refuges which have personnel able to keep count of their numbers and report back to the Conservation Department. Before liberation a colored feather is glued to the bird's tail to assist wardens in maintaining a record of the survival or mortality rate of the grouse of each generation raised in captivity.

Experiments looking to the development of the best methods and equipment for raising pheasants in captivity are also being conducteed at the Delmar game farm, although most pheasants raised for distribution throughout the stage come from the state game farms at Sherburne, Ithaca, and Brownville. All told, the state has 6,500 breeding pheasants, most of the eggs of which are shipped to Delmar and the Ithaca farm for artificial incubation. The day-old chicks are then shipped back to the other farms, or to sportsmen's clubs, for raising on the range or in brooder houses, and they are subsequently liberated at from eight to ten weeks of age. New York State distributes approximately 32,000 day-old chicks annually. Some chicks—the 1937 figure will be about 8,500—are kept at Delmar until they are from eight to ten weeks old so that nutritional and equipment tests may be made and the birds' development recorded.

Ducks rank third in number at the Delmar farm, although the story of experiments being conducted in connection with them is probably the most interesting from the layman's point of view. Most hunters realize that wild ducks have become very



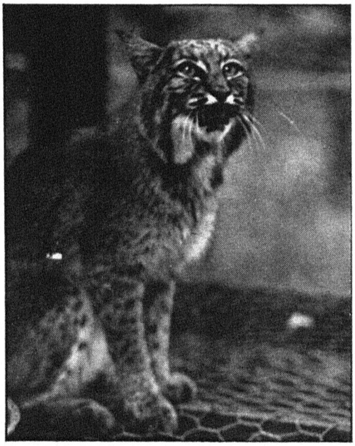
Grouse Breeding Area, N. Y. S. Experimental Game Farm



Pheasant Chicks

scarce in New York State and often wonder if anything is being done about it. Very decidedly something is being done—at Delmar, Sherburne, and the Howland's Island refuge.

Wild duck experiments are being carried on with three major aims. First, the Conservation Department is attempting to raise, in capitvity, Mallard ducks, which, when liberated, will revert to the wild, migrate at the regular period, and return to the site where they were liberated, there to nest and rear their young. When and if such a bird is developed, it will be used to restock all the small ponds, sloughs, lakes, and marshes in the state which were formerly natural breeding places for Mallards.



Captive Bobcat

Secondly, the state is attempting to build up a strain of black ducks which will give a satisfactory rate of egg production, the eggs to be hatched and the ducklings used to restock natural breeding places as outlined in the Mallard program. Black ducks are extremely hard to raise because normally only one female out of 100 will lay eggs in captivity. It is hoped that, over a period of years, the percentage of laying captive black ducks can be raised appreciably. Substantial progress has already been made along this line.

Related to the second objective, but being conducted on an entirely different theory, is the third experiment: to build up a strain of black ducks by crossing them with extremely productive ducks of another breed. For this purpose, East Indian black ducks, which are very prolific breeders, are crossed with native black ducks, giving second generation birds of equal blood. These birds are in turn mated with native blacks, giving ducklings of three-quarters native and one-quarter East Indian black. Successive matings of native birds with the hybrids will increase the strain of native blood and correspondingly reduce the East Indian blood to the point where, it is hoped, a bird will result which, although of practically pure native blood, will retain the productivity of the East Indian duck used in the first mating. Only the future can reveal the soundness of the theory behind this experiment, although present indications are most encouraging.

Funds for operating this experimental game farm, which will greatly increase the number of game birds in New York State, are taken solely from the license fees paid by hunters. Its personnel is largely recruited from the ranks of college students

(Continued on page 140)

The
Delaware and Hudson Railroad
CORPORATION
BULLETIN

Office of Publication:
DELAWARE AND HUDSON BUILDING,
ALBANY, N. Y.

PUBLISHED MONTHLY by The Delaware and Hudson Railroad Corporation, for the information of the men who operate the railroad, in the belief that mutual understanding of the problems we all have to meet will help us to solve them for our mutual welfare.

All communications should be addressed to the Supervisor of Publications, Delaware and Hudson Building, Albany, N. Y.

Vol. 17 September 1, 1937 No. 9

One of the best definitions of perseverance was given by a negro preacher who said: "Firstly it means to take hold; secondly, to hold on, and thirdly, never to let go."

What Are We Worth?

OUR complex modern way of living has turned the majority of the world's inhabitants into specialists of one sort or another. Early in our study of history we found that certain peoples, by reason of the conditions under which they lived, became farmers, fishermen, sailors and the like, interdependent in contrast to the stone age and other "good old days" when it was every man for himself.

With the development of a more specialized civilization, the artisan, the worker in metal, wood or stone received frequent mention, also the method by which he exchanged the fruits of his labor for the food and clothing or other necessities which he could not fashion as efficiently as his neighbor. A fair exchange was the basis of such trading, otherwise it degenerated into thievery and pillage, leading eventually to those conflicts between nations which we call wars.

In this country we seem to have reached the peak in industrial specialization, yet our commercial relations with one another remain fundamentally the same. You will often willingly exchange something that took you two months to produce for something that your neighbor had made in about the same period, assuming that the raw materials were about equal in value and the finished products equally useful. Thus a standard of value is set up.

Suppose now, that you figure out a way to make your article in two weeks instead of two months. It is still just as necessary and desirable to your neighbors and can be exchanged for that which it takes others two months to produce. Automatically you have raised your pay, which is in goods instead of money.

The introduction of money to avoid the inconvenience of trading in goods directly has obscured the basic principle that only by increased production can higher wages be justified. Because of his ability and willingness to produce more, the American workman is able to buy with his hours of work many more of the luxuries and necessities of life than the worker of any other country in the world.

For example, on the average, 853 American working hours, or the pay received for it, can be exchanged for a good automobile, whereas the Italian workman would have to put in 8,300 hours. In Belgium, America's nearest rival in this respect, 1,008 hours' work would buy the same car.

In Italy one hour's labor would buy less than one basket of a certain kind of food, 3.8 baskets of which can be earned in the same time in our country. To earn a shirt a man must work 2.2 hours here, 3.3 hours in Canada, 10.3 in Italy, and 10.5 in Belgium. For his telephone each month the workman in this country pays the equivalent of 8.2 hours' work, against 26.2 in Germany and 22.7 in Italy.

Why is it then, that there are those who would cut down a man's power to produce, take from him his God-given right to work when and where he can find employment? Why should other men be arbitrarily awarded a scale of wages all out of proportion to what they are producing as the result of their efforts?

Do we want to go back to the European "System" under which a very few are very rich and a great many are thrust into poverty, the great middle class to which most of us belong being wiped out in the process?

Increased production of goods or services, whether of necessities or luxuries, must precede increased wages. After all, money of itself is of no value. Gold will not nourish a starving man. We must exchange it for food. Money is only useful as it represents goods which have been produced and for which it can be exchanged. Any attempt to limit a man's production is bound to lower the standard of living to which he can rise, that is, to limit the number of necessities and luxuries which he and his family may enjoy, and to lower his value to himself, his family and his fellow men.

Insurance Paid Up Policy for Pensioners

THE EXECUTIVE COMMITTEE of The Delaware and Hudson Railroad Corporation, at a meeting held on August 2, 1937, voted :

WHEREAS, under date of April 30, 1930, the Board of Directors of this Corporation passed a resolution providing for the payment of premiums by this Corporation for life insurance under its Group Insurance Plan, in the case of employees placed upon its pension roll and it is desirable to change such resolution.

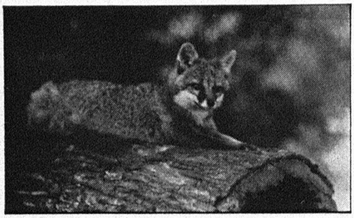
THEREFORE RESOLVED, that said resolution of April 30, 1930, be amended to read, as follows :

RESOLVED, that in the case of an employee of this Corporation, or of any predecessor corporation in the operation of the properties heretofore acquired by this Corporation, who has been placed upon the pension roll of this Corporation, prior to July 1, 1937, or transferred to the pension roll of the United States Government under the Railroad Retirement Act, prior to July 1, 1937, and upon the date of retirement from active service was carrying, or shall be carrying, life insurance under the Group Insurance Plan of this Corporation, or of any such predecessor corporation, and to the extent that the insurance company is willing to continue such life insurance after such retirement, the President, or Vice-President, or either of them, are hereby authorized to direct the Treasurer to pay to the insurance company on behalf of such employee all premiums on such life insurance which may, thereafter accrue and would have been payable had he continued in the active service of this Corporation.

FURTHER RESOLVED, that in the case of an employee of this Corporation who shall, after July 1, 1937, be placed upon the pension roll of this Corporation, or the pension roll of the United States Government under the Railroad Retirement Act and upon the date of the retirement from active service was carrying or shall be carrying such life insurance and to the extent that the insurance company is willing to continue such life insurance after such retirement, the President or Vice-President, or either them are hereby authorized to direct the Treasurer to pay to the insurance company, on behalf of such employee, all premiums on such life insurance which may accrue after said employee shall reach the age of seventy years and which would have been payable by such employee had he continued in the active service of this Corporation.

Game Birds

(Continued from page 137)



Gray Fox

whose interest in the work, and the fact that they are allowed credit for it in connection with certain courses, makes them willing to work for the relatively small compensation which is offered due to the limited funds available for this project.

Although incidental to the real objectives of the game farm, three animals are held captive at Delmar whose stories are most interesting: a bobcat, a gray fox, and a racoon. They have been used for studies to determine just how certain predators leave the remains of their prey so that the analysis of kills found during various surveys will be more accurate.

The bobcat, also called wild-cat or Bay-lynx, was taken alive near East Jewett, in the Catskill Mountains, and was subsequently forwarded to Delmar. This species is found in the remote wooded regions of the state, particularly in the Catskills and Adirondacks, weighs from 17 to 24 pounds, and, although bob-tailed, measures about 34 inches in length. Essentially th bobcat is a hunter, living on newly-killed prey, preferably, although not exclusively, his own catch, drawn chiefly from creatures of lighter weight than himself: small rodents, rabbits, partridges, pheasants, and other small woodland game. However, there are times when, driven by hunger, the bobcat will kill and eat does and fawns. The captive at Delmar is fed the carcases of birds and mammals sent in to the experimental farm for pathological examination.

The gray fox is one of a pair which were taken as cubs in a cave near New Scotland (Albany County). The male escaped at feeding time one day and eluded traps so successfully that he was eventually shot to forestall raids on birds at the game farm and nearby henhouses. The surviving female is about 41 inches long from nost to tip of tail, and is as big as a small dog. However, she weighs only about eight pounds, much of her appearance of size being due to her luxurious coat of fur.

Two species of fox, the gray and the red, are found in nearly all parts of New York State. Due to their cunning they have survived the white man's civilization, in this respect being one of the very few exceptions to the rule. Foxes will prey on chicken coops located within the limits of villages, towns, and even sizeable cities. Their diet is wide and they are especially destructive to small game, rats, mice, birds, eggs, etc.

Racoon

(Photo by Ralph MacDougall of The Knickerbocker News)

The racoon is known scientifically as *procyon lotor*, *lotor* meaning to wash, because of his unusual habit of washing his food at the edge of a stream several times before eating it. This "coon" is found in wooded areas of the state, generally near streams, and eats everything: corn, clams, fish, birds, bird's eggs, snakes, rodents, chickens, partridges, etc. He weighs up to 35 pounds and an average specimen will measure 24 inches in length. The racoon at Delmar was confiscated by a game protector from a party who held him without a license or permit.

One of the biggest problems at any game farm is the protection of the birds and animals from other furred and feathered creatures of prey. The personnel must constantly concern itself with possible raids by gray and red foxes, owls (the great horned owl is one of the worst offenders), two or three varieties of hawks, weasels, skunks, and *particularly stray house cats*. House cats are closely related to lions, tigers, leopards, ocelots, and other felines, and are therefore instinctive hunters. When householders put their cats out at night they release one of small game's worst enemies to prey all night, although probably few cat owners realize the damage their out-all-night pets may be doing. The tamest cat, which peacefully sleeps the day away, apparently perfectly harmless to any creature however small, may actually be a ruthless killer at night. This fact brings up a question for YOU to answer, Mr. and Mrs. New Yorker, how many small game birds and animals will YOUR CAT kill tonight?

Thinks Railroading Safe

(Continued from page 132)

the link and pin coupler days, he injured the first joint of one finger when it was caught between the ends of two cars On another occasion a sprained ankle kept him off the job for a week. Aside from these minor accidents he was uninjured, proving that railroading is not necessarily hazardous to the careful man.

MR. CONSTANTINE is a member of The Delaware and Hudson Veterans' Association, the Junior Mechanics, and the Christian Church of Scranton. He and Mrs. Constantine, who live at 505 Depot Street, Scranton, have been married for 44 years.

The Lucky Seven

A GOLFER needs seven clubs in his bag, and anyone who carries more is either a big showoff or a sucker for sporting equipment salesmen.

The uses of these clubs follow:

1. The driver is used to top the ball off the first tee into the bushes near the clubhouse, where your witty friends are watching.

2. The brassie is used when you need a good long slice over onto the other fairway; also, is an ideal club for whiffing.

3. The midiron is used to hook the ball into the woods to the left.

4. The mashie is used for those safe and sane dribbles straight down the fairway which usually drop into a bottomless pit.

5. The niblick is used for those long low screaming line drives which land about a hundred yards beyond the green in some farmer's cornfield.

6. The spade niblick is used when you are in trouble, which is every other shot.

7. The putter is used for over-shooting, under-shooting, rimming the cup, and, in general, to effect the last six strokes on every hole.

Absolutely

A teacher was giving his class a lecture on charity.

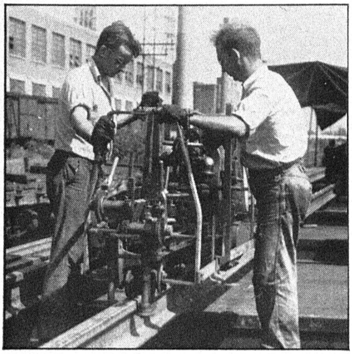
"Willie," he said, "If I saw a boy beating a donkey, and I stopped him from doing so, what virtue should I be showing?"

"Brotherly Love." Willie retorted promptly.

Trucks carry chicks to the station only, then they "travel by rail"

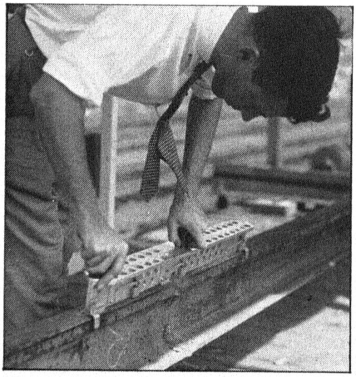
Flash Welded

(Continued from page 134)



Grinding Joints Smooth

The unit consists of a track motor car, compressor car for supplying the necessary compressed air to operate the jets, and the car carrying the preservative and the nozzles which control its application to the tie plates. By altering the nozzle arrangement and "fuel" supply the car can also be used as a weed-burner or to spray oil on the joint bolts which have not as yet been eliminated by the welding process.



Final Inspection

Who Owns Them?

If the American people could be brought to a realization that they themselves are the real owners of the railways, and not some mysterious "money power," they would very speedily see to it that their property rights were not jeopardized by unfair and subsidized competition. The leading bondholders of one railroad now in bankruptcy, were recently revealed. Among them were the following insurance companies:

Metropolitan Life Insurance Co.	$14,971,000
Prudential Life Insurance Co....	11,781,000
New York Life Insurance Co...	9,143,000
Equitable Life Insurance Society of the United States...........	8,758,000
Northwestern Mutual Life Insurance Co..........................	8,210,000
John Hancock Life Insurance Co....................................	2,962,500
Guaranty Trust Co. of N. Y.	2,090,000
Aetna Life Insurance Co..........	2,050,000
Atlas Corporation..................	2,016,000
General American Investors' Corp	1,991,000
Mutual Life Insurance Co......	1,600,000
New England Mutual Life Insurance Co.	1,200,000
Insurance Co. of North America......................................	1,040,000
Mutual Benefit Life Insurance Co....................................	1,000,000

Anyone holding a policy from any of these companies has a direct financial interest in seeing that justice is done to the railroads. And that is only one railroad company. The insurance companies hold securities of almost all of them. And not only insurance companies, but educational and charitable institutions as well. Among the holders of bonds of the railroad already mentioned were Yale University, Princeton, Vanderbilt, Cornell, and the New York Public Library.

He Made Good

Mrs. Goldstein and Mrs. Finklestein were leaning out the side window of their respective apartments and chatting volubly.

"Ai, what you tink, Mrs. Goldstein?" cried Mrs. Finkelstein. "Mine son, Harry, a good boy, came out from jail today. He got four months off his sentence for good conduct. Ai, I'm so happy."

"See, Mrs. Finkelstein, ain't I always said you'd be proud of Harry some day?" replied Mrs. Goldstein.—*Sun Dial.*

Clicks from the Rails

An Unclaimed Suitcase

was recently opened by the Railway Express Agency in San Francisco and among other things it was found to contain a tightly closed cigar box with something inside which rattled when shaken. When the cover was pried off, there lay a horned toad, apparently dead. An examiner touched one of the "horns" and the creature came to life. It had survived without food, water or air, in "solitary confinement," at least since April 1936, when the suitcase had been sent from Newton, Kansas, to Seattle, where it remained for over a year without call.

◆

Fresh Paint

on her house and the fear that it would be ruined by engine smoke before it had a chance to dry prompted a request from a woman living outside of St. Paul for assistance from the superintendent, according to an Associated Press dispatch. Anxious to cooperate, the official issued instructions to engine crews not to allow their charges to stop near the house if it could be avoided during switching operations until the paint had hardened.

◆

Condenser-Tenders

will be supplied to the most powerful new Russian freight and passenger locomotives, thus allowing them to run 500 to 600 miles without taking water, as against 50 to 60 miles for non-condensing engines, in the waterless districts of Central Asia and North Caucasus.

◆

Three Hungry Lions

were pursuing a giraffe near Nairobi, Kenya Colony, Africa, when the long-necked animal was struck and killed by a train. The three lords of the jungle were thus provided with a supper without the trouble of completing the chase themselves.

Chinese Food

has never been available to dining car patrons on China's government owned railroads until recently. Despite the fact that less than 0.5 per cent of the passengers are foreigners, up to now nothing but foreign or western style food could be ordered. This step was taken, not because oriental passengers disliked the occidental cuisine, but because the country folk who constitute the majority of passengers are ignorant of the niceties of eating foreign food, as well as the fact that they could not read the menus printed in foreign tongues and therefore did not know what to expect after ordering a meal.

◆

A Ten-Year Patent

has just been granted by the Emperor of Russia to one of his Aides-de-camp for the invention of a new species of road, which it is calculated will excel all others. The plan is to place the wheels (mere friction rollers), not upon the carriages, but upon the rails of the road itself, and to have it traveled over by sledges, drawn by horses. The experiment has been tried in the neighborhood of St. Petersburgh, and it is said that a horse can gallop at the top of his speed, and draw a great load after him.—*From a Frankfort paper of April, 1837.*

◆

A Locomotive Derailment

is to be staged on a little used section of the South African Railway, in Natal, to determine at what speed an engine will overturn on a sharp curve. An old locomotive with throttle open but no crew aboard will make successively faster dashes over the test track until it overturns. When it comes, the actual derailment will be "shot" by moving picture cameras, giving officials additional data for studying exactly what happens when a train "jumps the track."

A Season Ticket

sold to a woman at Southsea, England, by the Southern Railway, was not returned after the expiration date. In reply to a request for its return, the stationmaster received the following explanation: "I regret to say that my season ticket has been mislaid, as I lent it to someone as a shoe sock as a nail stuck through her shoe, and that person has ground it to pulp. Since then I expect it has been burned."

◆

A White Rhinoceros

wrecked a train in Kenya Colony, Africa, throwing several sleeping passengers from the berths and causing several injuries. The huge animal, infuriated by the noise and blinded by the headlight, had madly charged the train. Although the rhinocerous lost the argument and was killed, he tied up rail traffic for an hour.

◆

Struck by a Flyer

on the Nanking-Shanghai Railway, an automobile was thrown into a field, and although completely wrecked, landed on its battered wheels, with its driver still at the wheel, dead. The express apparently hit the car squarely in the middle, throwing it off the track, thus avoiding a possible derailment.

◆

Bullet-Proof Glass

is to be provided in all first class coaches of express trains on the South Manchuria Railway's Antung-Mukden line. This step has been taken as a result of many cases of shooting at express trains on that line. The cost is estimated at $2,000 per coach.

Losing

DEFEAT is common enough in life; but the art of losing is a great art, and only great characters can lose nobly and turn defeat into development. If a man behaves badly after he is rejected in any competition or ambition, then he proves by his conduct the wisdom of those who rejected him. But if he can lose like a gentleman, he has gained the greatest of all victories.

—WILLIAM LYON PHELPS.